

# TWIN'Z V2

## Reducer R2

version: ZV2

R2 (E8) 67R-01 6555



autogas systems



### ► Designation

**Twin Z V2** reducer / evaporator can be used in cars equipped with LPG gas injection installations in the volatile phase, with engines up to 290 kW (395 HP).

### ► Work parameters

Output pressure adjustment range **0,9 ± 1,6 bar**  
Solenoid valve coil **12V DC / 11W**

### ► Service Recommendations

In order to ensure long-term, trouble-free operation of the reducer, it is recommended to carry out periodic inspections in accordance with the warranty book.

### ► Product code

824 000 024

## ■ General installation recommendations

During the installation of the reducer, observe the following:

- We take into account the power reserve on the reducer in relation to the engine power
- The reducer is mounted below the coolant tank
- The installation place of the reducer should not be exposed to a decrease or a significant increase in temperature while driving
- The reducer must not interfere with the functioning of other devices in the engine compartment
- The mounting location should provide easy access to the pressure adjustment screw and the ability to easily replace the liquid phase filter cartridge
- We install the evaporator in such a way that it is not exposed to excessive vibration while driving
- Due to the design, the direction of water flow in the evaporator is not important
- All rubber hose connections must be secured with cable ties
- Ventilate the reducer after installation

## ■ Installation instructions

- Power connections (gas inlets in the liquid phase) (1) should be made by connecting the appropriate solenoid valve (7), using FARO pipes with a nominal diameter of  $\varnothing 6$
- The outlet connector (2) (gas outlet in the volatile phase) is adapted for a rubber hose with a nominal diameter internal  $\varnothing 12$
- The heating fluid lines must be connected via water elbows (3) adapted for the hose rubber with a nominal internal diameter of  $\varnothing 16$
- The connector pipe of the manifold pressure connection (4) is adapted for a nominal rubber hose inside diameter  $\varnothing 5$
- The connector for connecting the safety valve (5) is designed for a rubber hose with a nominal internal diameter of  $\varnothing 5$
- We install the reducer in the engine compartment using the supplied screws and mounting of the reducer (8)
- (10) temperature sensor installation location, (11) temperature sensor
- After completing the assembly, check the tightness of the connection

## ■ Adjusting the output pressure

- Jeżeli jest konieczna, to trzeba ją wykonywać na nagrzanym reduktorze
- Zwiększenie ciśnienia uzyskuje się poprzez obrót śruby regulacyjnej (6) w kierunku przeciwnym do ruchu wskazówek zegara (+)
- Zmniejszenie ciśnienia uzyskuje się poprzez obrót śruby regulacyjnej (6) w kierunku zgodnym z ruchem wskazówek zegara (-)
- Each side needs to be adjusted separately to obtain the same output pressure level